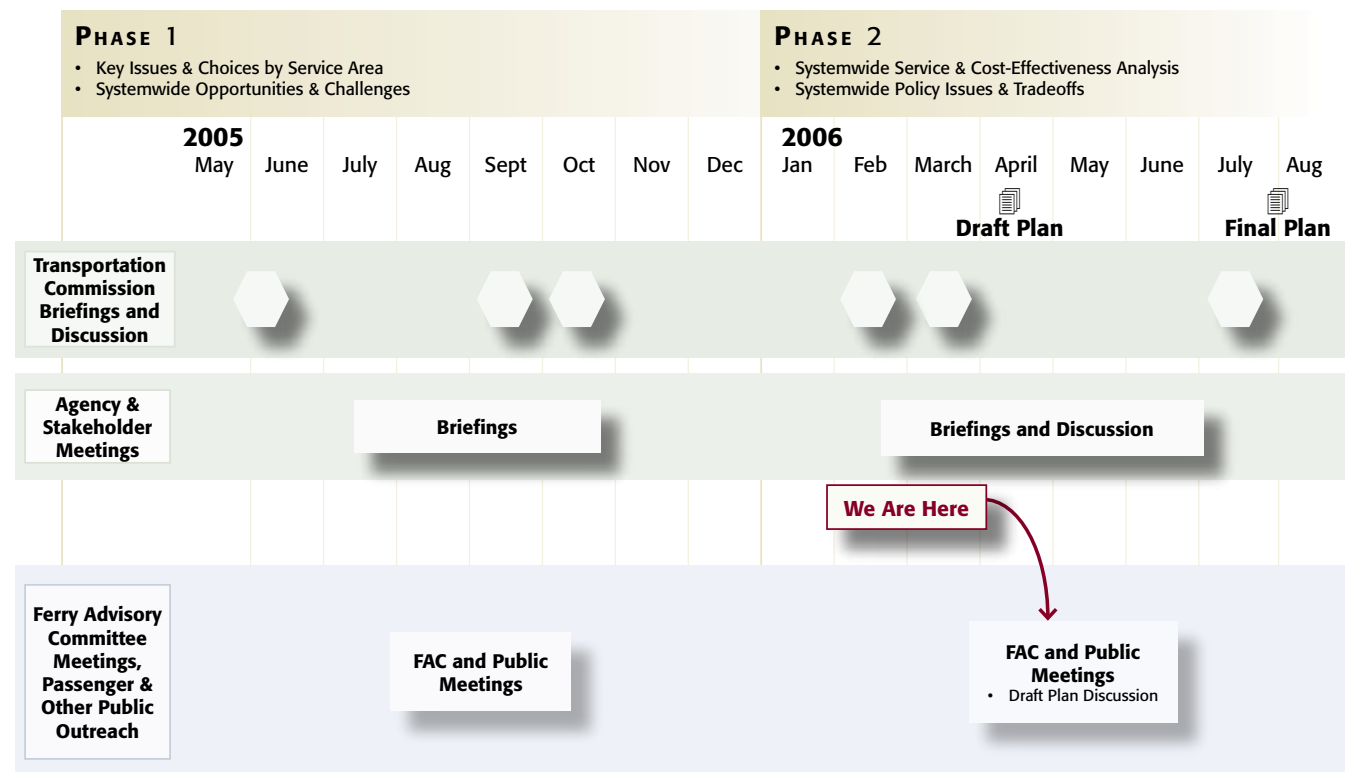


Long-Range Planning Schedule and Opportunities for Input



Next Steps

- Public comment period ends on June 1, 2006.
- Public input and feedback on the Draft Plan collected in April and May will help shape the Final Long-Range Strategic Plan
- The Plan will be finalized and approved by the WSTC in summer 2006 as part of the adoption of the Washington Transportation Plan

To submit your comments or learn more about the Draft Long-Range Strategic Plan, please contact WSF at one of the following sources:

Postal Mail: **Hadley Greene**
Washington State Ferries
Customer and Community Relations
2901 Third Avenue, Suite 500
Seattle, WA 98121

Web site: <http://www.wsdot.wa.gov/ferries/planning>

E-mail: wsfplanning@wsdot.wa.gov
Phone: **(206) 515-3913, Hadley Greene**
Fax: **(206) 515-3408**

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Draft Long-Range Strategic Plan Implications for South and Central Sound



Washington State Ferries Releases its Draft Long-Range Strategic Plan

- The Draft Plan was released on April 3, 2006 and will guide WSF's future service and capital investment decisions through the year 2030.
- Developed with extensive input from the public and stakeholder groups, the Draft Plan outlines proposed service changes, vessel purchases and terminal improvements that allow WSF to meet future demand for ferry travel.
- This is a Draft Plan. Meaningful stakeholder, public and customer perspectives are a critical element in shaping the Final Plan.
- The WSF Long-Range Plan will become a part of the Washington Transportation Plan (WTP), which will set the state transportation system's investment priorities after its adoption by the Washington State Transportation Commission.

This is Phase Two of Long-Range Planning Public Involvement

- During the first phase of public involvement, in June 2005, WSF identified the challenges in each travel corridor, then identified and evaluated possible service scenarios for each corridor.
 - WSF solicited feedback on these corridor-specific service alternatives in order to help guide selection of the most effective alternative.
- Beginning in April 2006, Phase Two public outreach focuses on gathering comments on the Draft Plan, for use in completing the Final Long-Range Plan.

WSF is Preparing for Significant Ridership Growth

- The Draft Plan puts forth a strategic service and investment plan to help meet growing demand for ferry service.
- The Goal of this Draft Plan is to add service where it is needed according to the congestion delay standards set by the Washington State Transportation Commission.
- The Plan would result in improvements to expected congestion delay on all routes.
- Ridership is projected to increase 70% systemwide by 2030 with walk-on ridership growing at a faster rate than vehicles.

Flexibility is a Key Element of The Draft Plan

- While the Draft Plan has been developed using forecasts of traffic growth that are consistent with regional transportation planning, the demand is not certain.
- The majority of the expansion elements of the service plan are slated for a ten-year period between 2015 and 2024. Before decisions are made to purchase the new vessels to support these expansions, WSF will know if traffic growth is tracking with the Draft Plan forecasts.
- In the event that traffic growth is less than projected, the service expansion elements of the Plan can be delayed to match actual traffic growth.

Key Plan Elements in the South/Central Sound Corridors

In developing a proposed service plan for the South and Central Sound corridors, it became clear that the key issue was how to address the constraints at the Fauntleroy Terminal, which currently serves both the Southworth and Vashon communities. The potential South Sound solutions that might address the Fauntleroy issue also had an impact on the Central Sound routes. The following are some of the key factors that led to the proposed service plan:

- Fauntleroy Terminal cannot accommodate the projected growth for the Fauntleroy Triangle route.
- Most of the growth pressure at Fauntleroy is related to Southworth traffic.
- Landside and navigational constraints restrict the Seattle-Bainbridge route to a two-boat operation.

Given these planning factors and constraints, the key plan elements for these corridors include:

- The most effective solution to the Fauntleroy terminal challenge is to direct Southworth traffic to downtown Seattle. The benefits of this option include:
 - A Colman Dock destination will reduce total travel time for most Southworth ferry riders
 - A Southworth-Seattle passenger-vehicle route will maximize walk-on ridership from South Kitsap
 - By serving Vashon riders only, the traffic through Fauntleroy would not exceed current levels even by 2030
- The growth in central and north Kitsap will be accommodated through service additions to Seattle-Bremerton -- increase to a three-boat operation -- and to Edmonds-Kingston -- increase to a three-boat operation and eventually to a four-boat operation.
- Passenger demand for Seattle-Bainbridge is expected to outstrip WSF's ability meet its 0-boat wait standard for walk-ons. Two solutions are proposed: (1) expand seating capacity on Jumbo Mark II vessels from 1,700 to 2,100; and (2) a Seattle-Kingston passenger-only service is necessary to divert walk-on traffic away from Bainbridge. This service will not be provided by WSF.

Passenger-Only Ferries

Passenger-Only Ferries, WSF and Recent Legislative Direction

WSF has provided passenger-only ferry (POF) service between Vashon and downtown Seattle since 1990. In recent years the future of POF service in the region has been the subject of extensive debate.

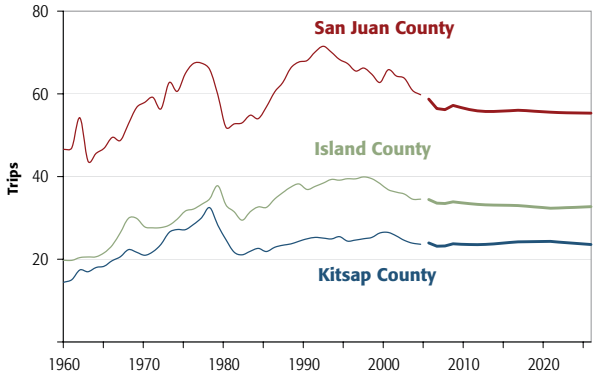
Bills passed by the 2006 Legislature directed WSF to maintain the Seattle-Vashon PO service until either King or Kitsap counties and assume responsibility for the service. In the event that neither county take over the service, the State Office of Financial Management is responsible for developing a back-up plan for operating Seattle-Vashon PO service that does not include operations by state government. The legislation suggests that the transfer of operating responsibility will occur by July 1, 2007.

The Legislature also directed WSF to sell the Snohomish and Chinook passenger-only ferries and deposit the proceeds into a Passenger Ferry Account, which in the future will be used for operating or capital grants to passenger only ferry systems.

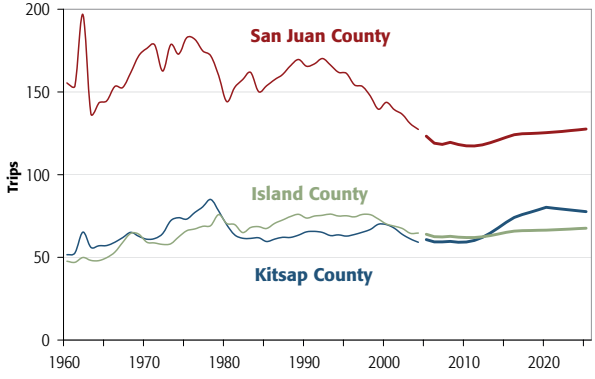
Given these recent Legislative actions, the Draft Plan assumes that a county district, or some other entity, will assume operation of the Seattle-Vashon PO route as early as July 1, 2007. If, for any reason, WSF is not able to end its Seattle-Vashon responsibilities by this date, there will likely be a capital implication as the current vessels (Skagit and Kalama) will be at the end of the useful lives and will need to be replaced.

Projected increase in total trips per capita in ferry-served counties.

Vehicle Trips per Capita, Residents of Ferry-Dependent Counties



Total Trips per Capita, Residents of Ferry-Dependent Counties



Terminal facilities play a pivotal role in the Draft Plan for the South and Central Sound corridors.

Fauntleroy Terminal presents a substantial challenge for WSF's efforts to improve service in the South Sound travel corridor. Because of neighborhood concerns, it is the City of Seattle's policy that WSF may make investments to preserve the Fauntleroy Terminal, but not to expand it.

Without an option to expand the terminal, the Fauntleroy routes (Vashon and Southworth) are projected to fall short of the State Transportation Commission's maximum average wait time standards by 2015. The higher wait times will have an impact on the neighborhood surrounding Fauntleroy Terminal. The terminal's loading area can hold almost 100 vehicles, and currently there is an average queue of approximately 150 vehicles during the typical weekday afternoon commute period, therefore, 50 vehicles are forced to line up along Fauntleroy Way.

The queue will be reduced somewhat by the use of slightly larger vessels beginning in 2009, but without a change in South Sound service the average weekday queue will reach approximately 175 vehicles by 2015, and about 300 vehicles by 2030. During peak periods, such as holiday weekends and summer months, these impacts are expected to be even greater.

Colman Dock, in downtown Seattle, is a hub for the system, currently serving the Seattle-Bainbridge and Seattle-Bremerton passenger-vehicle routes (each with two vessels) and the Seattle-Vashon passenger-only route (with one vessel). WSF is studying options for a major redevelopment of this facility on the site to improve operating efficiencies and accommodate increasing demand.

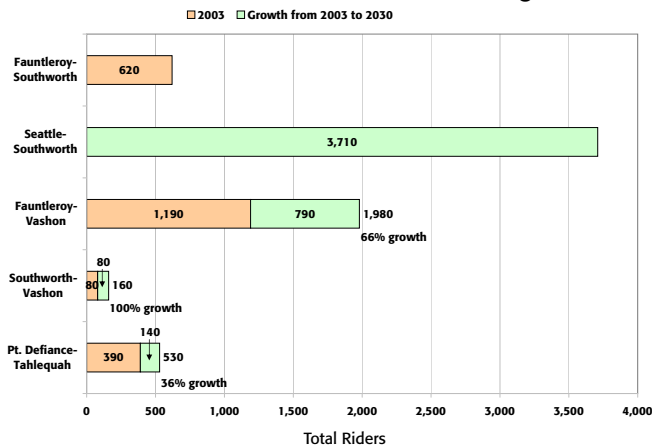
Once three passenger-vehicle routes are in operation at Colman Dock it would be at its maximum level even with an expanded terminal. The plan for Colman Dock calls for expanding vehicle holding areas and identifies the need to add a fourth slip to accommodate another potential route to Seattle downtown.

Also, it was determined that even with a three-route operation it would be important to provide adequate headway separation (the time between vessel arrivals) to minimize the impacts on the local street system. The Draft Plan proposes a maximum of three passenger-vehicle routes operating from Colman Dock, with two-boat operations for Seattle-Southworth and Seattle-Bainbridge and a three-boat operation for Seattle-Bremerton. This will put all routes on a regular 50-minute headway and provide 15-20 minutes between arrivals.

Growth in the South Sound

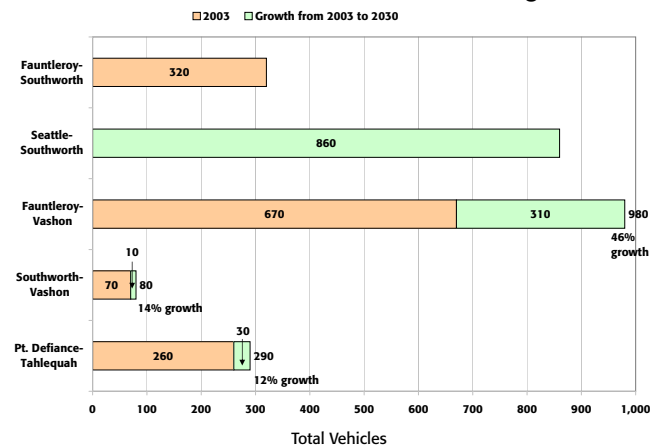
The key challenge in the South Sound is trying to accommodate the significant projected growth in Southworth traffic with no expansion in the Fauntleroy Terminal. Even with the expanded Tacoma Narrows Bridge, the growth in ridership from South Kitsap to Seattle is projected to push the level of service on the Fauntleroy Triangle route beyond its congestion standard by 2014.

Total Ridership Growth
4-Hour PM Westbound Commuting Peak



Vehicle Growth

4-Hour PM Westbound Commuting Peak



Draft Plan for the South Sound Corridor

The Triangle Route and Fauntleroy Terminal. The Fauntleroy Terminal is the greatest constraint in planning for growth in the South Sound. The Draft Plan calls for breaking up the Fauntleroy-Vashon-Southworth triangle route in 2014. Vashon-Fauntleroy will be served with a 2-boat service, Vashon-Southworth with a shuttle service using the MV Hiya, and WSF will begin a 2-boat Southworth-downtown Seattle route.

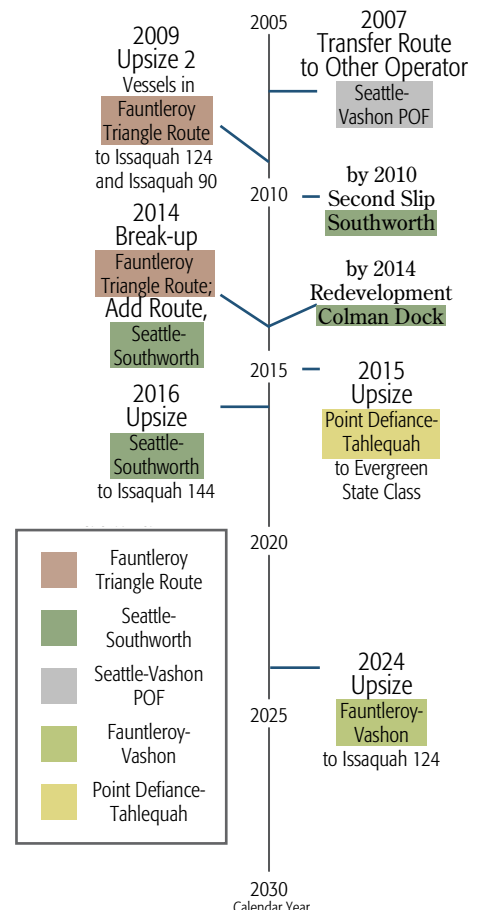
Point Defiance-Tahlequah. The current vessel will be replaced by a larger vessel in 2015 which will meet the demand of that route until at least 2030, and probably longer.

Seattle-Vashon POF. The Vashon Island passenger-only route is assumed to be transferred to another operator by as early July 1, 2007. WSF would continue to operate the route at current service levels until another operator takes over the service.

Service Implications

- The WSTC standards are met on all routes.
- Consideration should be given to setting the congestion standard for Seattle-Southworth to 100 minutes to equalize total travel and wait time for the three routes operating out of Colman Dock.

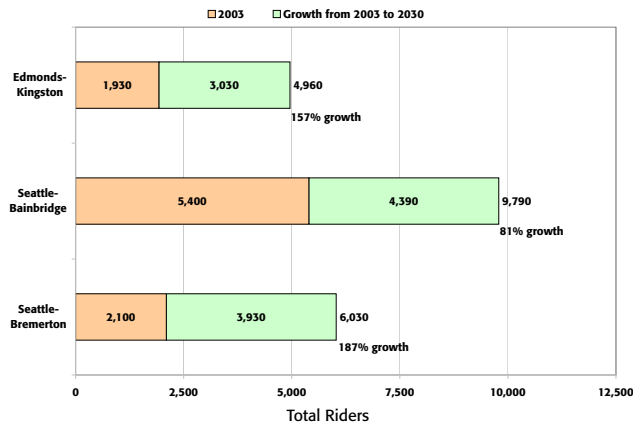
Key Service Milestones in the South Sound



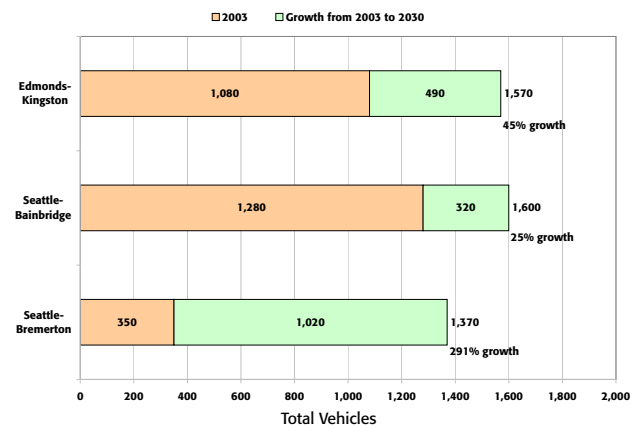
Growth in the Central Sound

The key growth challenge in the Central Sound is to provide enough total capacity for the Kitsap travel shed and to spread the flow across all of the routes as evenly as possible.

Total Ridership Growth
4-Hour PM Westbound Commuting Peak



Vehicle Growth
4-Hour PM Westbound Commuting Peak



Draft Plan for the Central Sound Corridor

Seattle-Bremerton. The procurement of new vessels in the 2014 to 2017 time period (second procurement) would allow the Seattle/Bremerton route to increase to a three-vessel route in the year 2015.

Seattle-Bainbridge. WSF will expand seated capacity on the two Jumbo Mark II ferries by 2019 to accommodate increased passenger volumes.

Edmonds-Kingston. A third boat will be added during the summer in 2010 and year-round in 2012. A fourth boat will be added in 2023.

Seattle-Kingston POF. The Plan assumes that an entity other than WSF will operate a Seattle-Kingston passenger-only route with 20-minute headways and fares no more than twice the Central Sound passenger fare by 2030. This would be necessary to accommodate walk-on passenger growth from North Kitsap that would otherwise go to the Seattle-Bainbridge route.

Service Implications

- Seattle-Bremerton and Seattle-Bainbridge will not quite reach WSTC congestion standards as a result of limiting the number of vessels operating out of Colman Dock.
- Due to capacity on the Edmonds-Kingston and Seattle-Southworth routes, total capacity in the weekday commute periods (assuming Commission congestion standards) is projected to be roughly equal to the total demand across all Kitsap routes.
- Even with a successful Seattle-Kingston passenger-only service and increased number of seats on Seattle-Bainbridge route, passenger capacity on the Seattle-Bainbridge peak daily sailing is projected to reach 95% of capacity.

Key Service Milestones in the Central Sound

